

Acc. 22,999

Log 1357

656-1803/05C

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Mary Malloy, Page 2

file with log CAROLINE

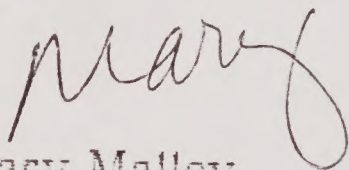
1. J. Barton
2. Benjamin Carpenter
3. J.W. Cheever
4. Clifford Crowninshield
5. George Dutch
6. M. (or A.) Folger
7. Edwin Griffin
8. Thaddeus Gwinn
9. John Hammond
10. William P. Richardson
11. George Taylor
12. Henry Tibbets
13. Daniel Ward
14. A.P. Williams
15. Israel Williams

I hope this isn't too much trouble. You can never know how much help it would be right now.

Also, just to clarify your catalog. Isaac Whittemore was *not* the Captain of the *Caroline* in that log you sent me on microfilm. It's Whittemore's journal all right, but he must be the mate—he refers to "Captain Sturgis" (and, in fact, William Sturgis is known from other sources to have been the captain of that voyage). At Canton, Whittemore and Sturgis both left the *Caroline* for the ship *Eugenia* bound home to Philadelphia (Sturgis as master and Wittemore as 1st mate). There is also a fragment of another voyage in the back of the log—for the *Olive Branch* bound from Boston to France (1806-7) with Whittemore as captain.

Give me a call if you have any questions. I look forward to hearing from you. Take care and regards to all.

Cheerio,



Mary Malloy

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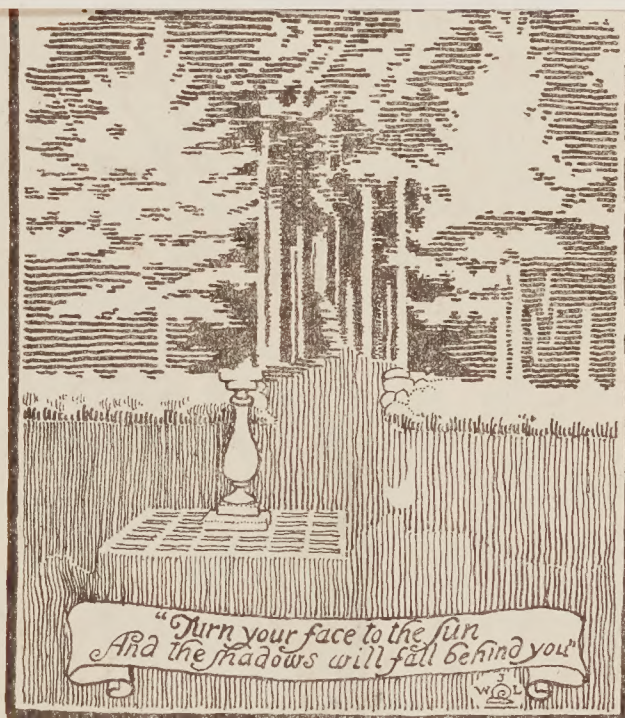
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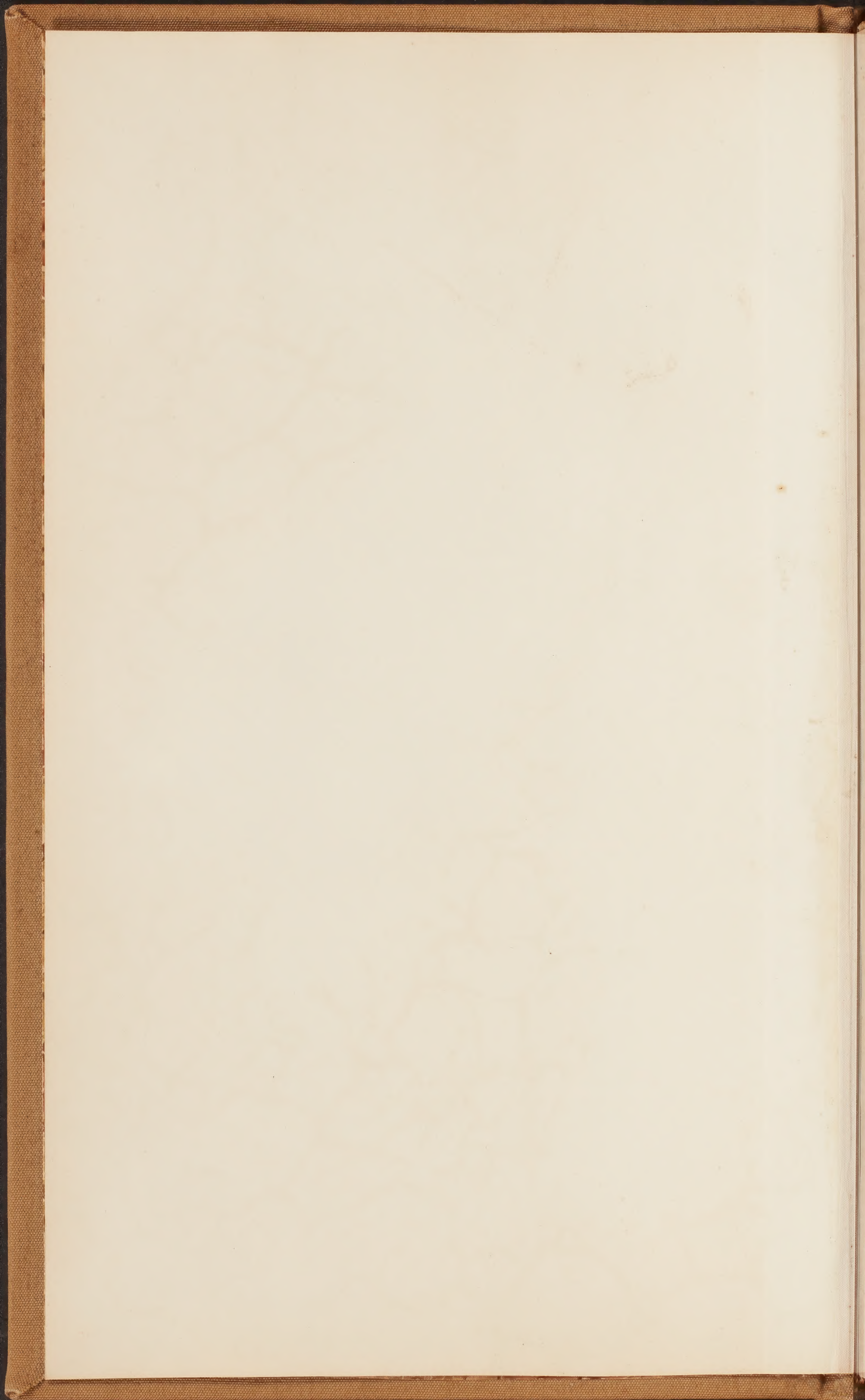
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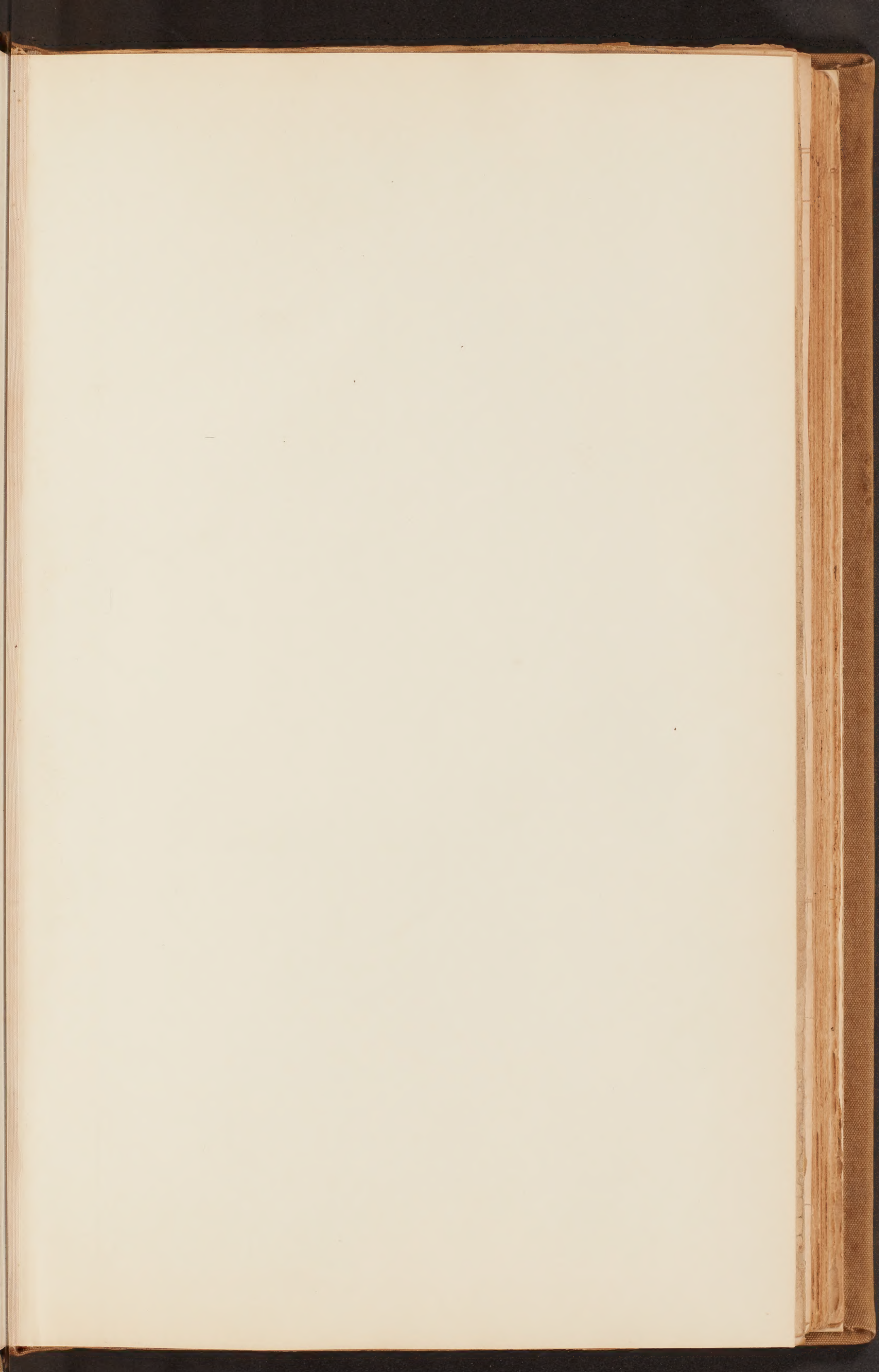
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Journal of a voyage from Boston to Rochelle in France
in the Ship Olive Branch of 271 Tons. —
Capt by J Whittemore — Master. —



1805 & 1807.

Ship Olive Branch towards Rochelle.

Sunday December 14. 1806.

Commences with fresh gales from the SW & clear weather. — At 9 p.m., weighed anchor & sailed from Boston harbor. — Departure taken at 4 from Boston light house in Latitude $42^{\circ} 21'$ North, Longitude $70^{\circ} 53'$ West, bearing W by N by Compass 5 leagues distant, bound to Rochelle in France. — Steered the following courses by Compass. — E by S. 71 miles from 4 p.m. to 2 a.m., — East 41 miles from 2 to 8; & E by S. 24 miles from 8 to 12. — Whole distance ran from Boston light upon an East course 151 miles. — Variation $7^{\circ} 11'$. — Latitude by account at noon $42^{\circ} 21'$ North; — Longitude $67^{\circ} 30'$ West. — Latter part strong gales with snow. — double reefed the topsails. —

Monday 15th

First & second parts strong gales succeeded by squalls with snow; — latter part more moderate. — took in & set sail occasionally. — Wind N West. — Course steered by Compass E by S. — Distance ran \log 142 miles. — Latitude by observation $41^{\circ} 50'$ North, — Longitude by account $64^{\circ} 19'$ West. — Variation of the Compass $3\frac{1}{4}^{\circ}$ Westward. —

Tuesday Dec^r 16th

Moderate gales & clear weather. — Wind variable from N W to N N E. — all serviceable sail set. — Course steered by Compass E by S. — Distance ran \log 93 miles. — Variation $3\frac{1}{4}^{\circ}$ Westward. — Latitude by observation $41^{\circ} 53'$ North. — Longitude by acc^t $62^{\circ} 14'$ West. —

Wednesday 17th

Moderate gales & pleasant weather. — Wind N W. — Course steered by Compass E by S. — Distance ran 98 miles. — Latitude by observation $42^{\circ} 2'$ North. — Longitude by acc^t $60^{\circ} 4'$ West. — Variation $6\frac{1}{4}^{\circ}$ Westward. —

Ship Olive Branch

Thursday Dec^r 18th 1806.

Moderate gales & serene pleasant weather. — Wind from NW to West. —
Course steered by compass thro' the twenty four hours — East. —
Distance ran p^r log 127 miles. — Variation of the compass $\frac{3}{4}$
p^r Westly. — I think the ship has been in the Gulf the last 12
hours, & have allowed 10 miles for the influence of its stream in an
E n E direction. — Latitude by observation $42^{\circ} 32'$ North; —
Longitude by acc^t $56^{\circ} 39'$ West.

Friday Dec^r 19th —

Moderate gales & fine pleasant weather. — Wind variable from West
to S E. — Steered East by compass when the wind would admit
of it. — Distance ran p^r log 70 Miles. — Allowance for an
E n E. current 24 miles. — Variation of the compass $\frac{3}{4}$ p^r Westly. —
Latitude by observation $42^{\circ} 53'$ North. — Longitude p^r acc^t $54^{\circ} 34'$ West. —

Saturday Dec^r 20th —

Moderate gales & thick foggy weather. — Wind E S E. —
Course steered N E. — Distance 34 miles. — Variation $\frac{3}{4}$ Westly. —
Latitude by observation $43^{\circ} 14'$ North. — Longitude p^r acc^t $54^{\circ} 4'$ West. —
 Latter part moderate breezes from the Westward. —

Sunday Dec^r 21st —

First part moderate gales & foggy, — second part fresh gales & clear;
squally with snow. — Wind from N N W. to N W. —
Course by compass E by S. — Distance p^r log 136 miles. — Variation
p^r Westly. — Latitude obs^d $43^{\circ} 35'$ North. — Longitude 51° West. —

from Boston towards Rochelle. —

Monday December 22nd 1806.

Fresh gales succeeded by squalls with snow. — Wind variable from North to West.
At 2 p.m. sounded on the Grand bank, got bottom in 45 fathoms then went on.
At 7 a.m. saw a Schooner to leeward standing to the Eastward. —
Course steered by compass — E by S. — Distance per log 115 miles. — Variation
1° Westward. — Latitude by acc. 43° 41' North. Longitude per acc. 72° 23' West.

Tuesday Dec^r 23rd

Fresh gales & hard squalls with hail & snow from about the
middle of the hour. — Wind variable from West to East. —
Course steered by compass E by S. when the Wind veered to East.
Distance per log 140 miles. — Variation of the compass 1° West.
Latitude by observation 44° 10' North. Longitude per acc. 75° 10' West. —

Wednesday Dec^r 24th

First part hard squalls with hail & snow. Second part heavy
moderate gales & cloudy. — Wind from S by E to North. —
Course steered E by S & E by N. — Distance per log 80 miles. — Variation 1° West.
Latitude by observation 44° 22' North. — Longitude per acc. 78° 10' West. —

Thursday Dec^r 25th

First part moderate gales & cloudy. Second & third heavy gales
& heavy squalls. — hauled the Fore & Mizzen Topsails. — Course steered
E by S. — Wind S by E. — Distance per log 90 miles. — Variation
of the sea in an N by E direction 6 miles. — Variation 1° West.
Latitude by acc. 45° 5' North. Longitude per acc. 81° 5' West.

Third River Branch

Friday December 25. 1808.

Heavy squalls throughout the morning four hours. —
Wind from SSW to NNE. — The Ship under single
sail steering by S. — Distance ran per log 150
miles. — Variation of the compass $1\frac{1}{2}^{\circ}$ West. —
Latitude by double altitudes $45^{\circ} 48' N.$ — Longitude by acc. $23^{\circ} 30' W.$ —

Saturday Dec: 26.

Wind & squalls with rain throughout the day. — Wind from
SSW to S. — Course steered by S. — Distance per log
100 miles. — Variation of the compass 1° West. — Latitude
by double altitudes $45^{\circ} 18' N.$ — Longitude by acc. $23^{\circ} 45' W.$ —

Sunday 28.

Light squalls & rain from SSW to S. — Course steered
by S. — Distance ran per log 102 miles. — Variation $1\frac{3}{4}^{\circ}$ West. —
Latitude by acc. $45^{\circ} 2' N.$ — Longitude by acc. $29^{\circ} 5' W.$ —

Monday 29.

Light squalls & rain from SSW to S. — Course steered
by S. — Distance ran per log 105 miles. — Variation $2\frac{1}{4}^{\circ}$ West. —
Latitude by acc. $45^{\circ} 8' N.$ — Longitude by acc. $20^{\circ} 30' W.$ —

from Milton towards Rockville.

January 20th 1861

Dark gales & heavy squalls with rain. — Wind variable
E.N.E. — close reefed the sails. — Distance
110 miles. — Course more good than the wind, from
variation of the compass $2\frac{1}{4}$ Westward. — Latitude by observation
 $45^{\circ} 30'$ N. — Longitude by account 23° W.

January 21st 1861

First part strong gales & heavy squalls. — Landed the sails
down the main & foremast — made the vessel lie close. —
Ship's crew the foremast & foremast stay. — The sails flew
violent squalls & heavy gales with a large sea. — Put
all sail & lay by under bare poles. — Ship's crew the foremast
in ice along all our weather & the foremast. — The water
& started the water way which caused the ship to roll. —
Latter part a little more moderate. — The foremast & foremast
sails. — Wind variable from N.W. to S.W. —
Distance 22 miles on a S.W. course. — Latitude by observation
 $45^{\circ} 30'$ N. — Longitude by account 23° W.

11th Dec 1887

Thurs 11th Dec 1887

Remained at home, but for a short time

went to the bank & saw Mr. [unclear]

at 3 pm. He has been doing very well

at the [unclear] - [unclear] [unclear]

and [unclear] [unclear] [unclear] [unclear]

at 4 pm. [unclear] [unclear] [unclear] [unclear]

at 5 pm. [unclear] [unclear] [unclear] [unclear]

Fri 12th Dec

Spent the morning at home, but for a short time

went to the bank & saw Mr. [unclear]

at 11 am. [unclear] [unclear] [unclear] [unclear]

at 12 pm. [unclear] [unclear] [unclear] [unclear]

Sat 13th Dec

Spent the morning at home, but for a short time

went to the bank & saw Mr. [unclear]

at 11 am. [unclear] [unclear] [unclear] [unclear]

Sun 14th Dec

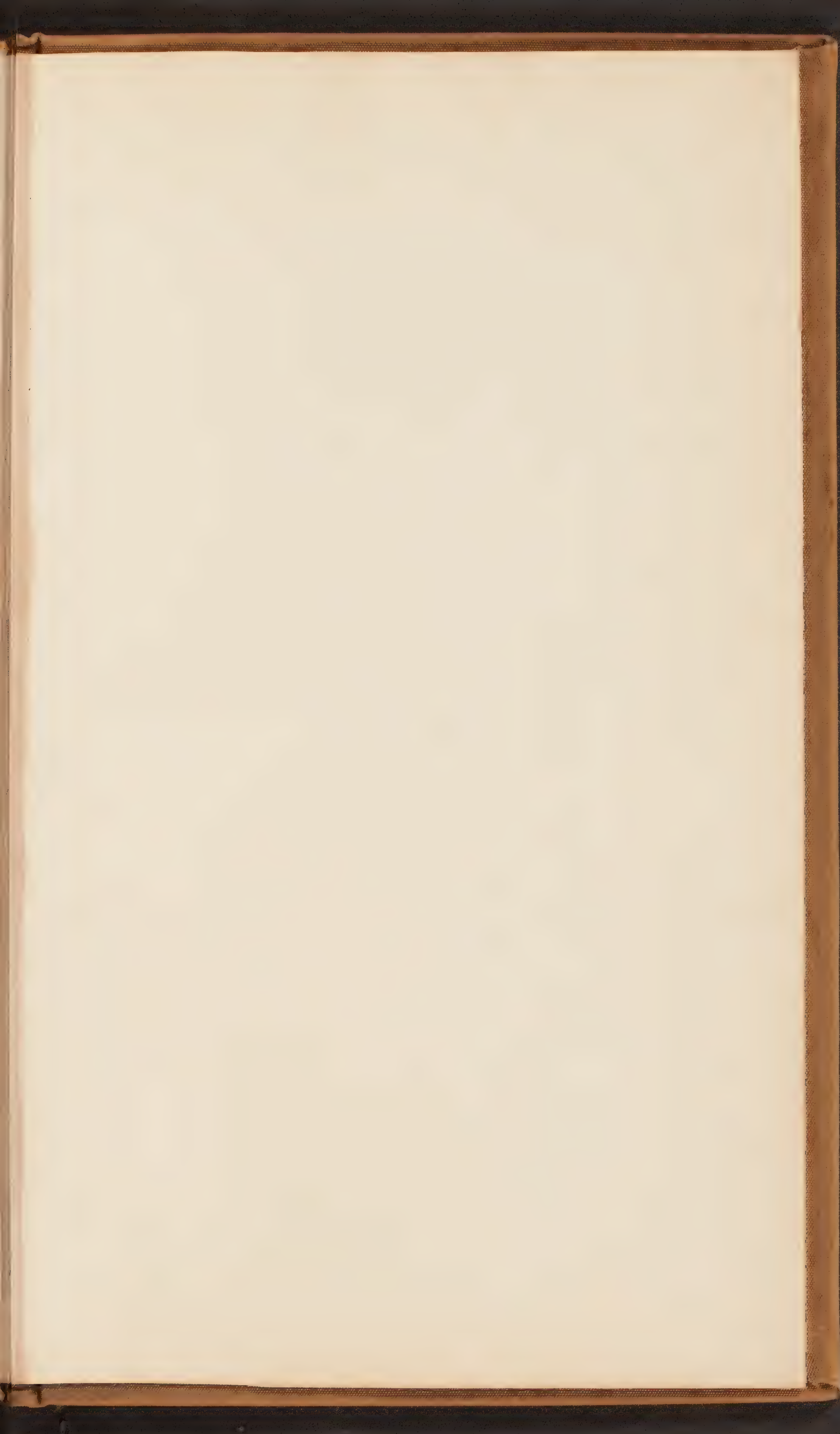
Spent the morning at home, but for a short time

went to the bank & saw Mr. [unclear]

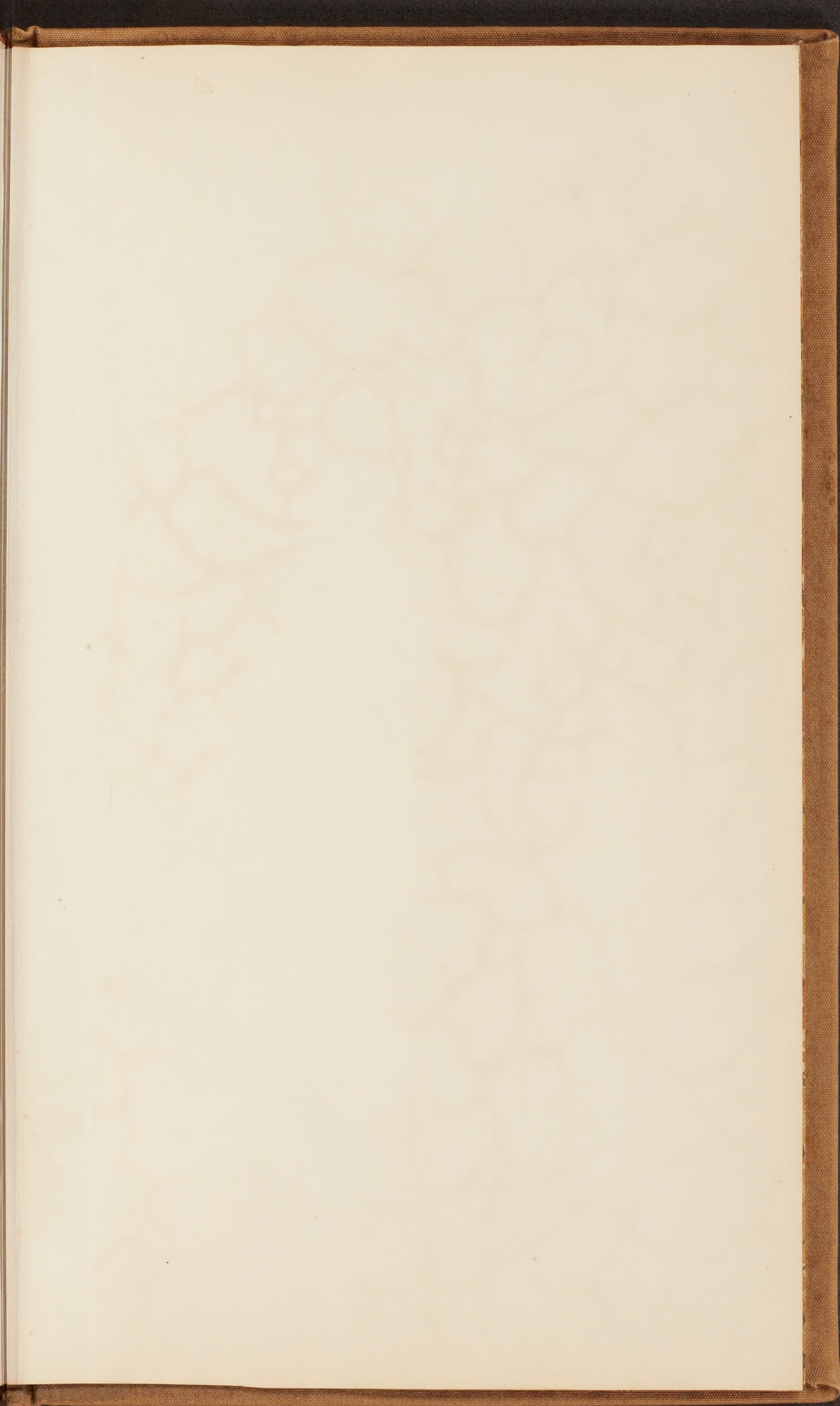
at 11 am. [unclear] [unclear] [unclear] [unclear]

Mon 15th Dec

Spent the morning at home, but for a short time









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